

1. Lake County Ohio Port and Economic Development Authority

1 Victoria Place, Suite 265A Painesville, OH 44077

2. Funding Requested

- a. Coalition grant funding
 - i. \$300,000
- b. Federal Funds Requested
- c. Contamination: Hazardous Substances and Petroleum (\$300,000 petroleum, \$300,000 hazardous substances)

3. Location:

Lake County, OH

4. Contacts

- a. Project Director:

Peter Zahirsky
440-357-2290 x227
pzahirsky@lcport.org
1 Victoria Place, Suite 265A Painesville, OH 44077
- b. Chief Executive:

Mark Rantala
440-357-2290 232
pzahirsky@lcport.org
1 Victoria Place, Suite 265A Painesville, OH 44077

5. Population:

Lake County: 229,701
Eastlake – 18,342
Fairport Harbor - 3,109
Painesville City - 19,563
Painesville Township – 20,334
Willoughby – 22,860

6. Other Factors Checklist:

| Other Factors | Page # |
|---|-----------|
| Community population is 10,000 or less.(Fairport Harbor) | See Above |
| The applicant is, or will assist, a federally recognized Indian tribe or United States territory. | |

| | |
|--|-----|
| The priority brownfield site(s) is impacted by mine-scarred land | N/A |
| The priority site(s) is adjacent to a body of water (i.e., the border of the priority site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them). | 1 |
| The priority site(s) is in a federally designated flood plain. | 1 |
| The redevelopment of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy; or any energy efficiency improvement projects. | 10 |
| 30% or more of the overall project budget will be spent on eligible reuse planning activities for priority brownfield site(s) within the target area. | 8 |

8. Letter from the State or Tribal Environmental Authority

See Attached letters from the Ohio EPA and Ohio Bureau of Underground Storage Tanks Regulations (BUSTR) as State Environmental Authorities



Mike DeWine, Governor
Jon Husted, Lt. Governor
Laurie A. Stevenson, Director

December 2, 2019

U.S. Environmental Protection Agency, Region 5
ATTN: Matt Didier
77 West Jackson Boulevard
Mail Code SB-5J
Chicago, IL 60604-3507

RE: Lake County Port and Economic Development Authority Community Wide Assessment Grant Proposal

Dear Mr. Didier:

I am pleased to offer Ohio EPA's support for the Lake County Port and Economic Development Authority (LCPEDA) Community Wide Assessment Grant Proposal. The City is applying for a community-wide assessment grant totaling \$300,000. We hope to provide support under the Assessment, Cleanup and Revolving Loan Fund Grant program established by the Small Business Liability Relief and Brownfield Revitalization Act (P.L. 107-118).

The funding the LCPEDA is requesting under their community wide assessment grant proposal will be used to conduct Phase I and Phase II Environmental Site Assessments, brownfield site inventory, cleanup and reuse planning, and community/stakeholder outreach. LCPEDA has multiple corridors that they plan to focus on: The East Side Grand River Redevelopment Corridor, the West Side Grand River Corridor, the Chagrin River Corridor Areas. They plan to leverage resources through Lake Erie College Student participation with research, planning, and community awareness. They also plan to leverage funding sources such as the Ohio Development Services Agency (ODSA) Tax Increment Financing (TIF), OEPA Brownfield RLF, ODSA Brownfield Program, ODSA JobsOhio Revitalization Fund, ODSA Abandoned Gas Station Cleanup Program, and the Opportunity Zones: Lake County is home to two federally designated Opportunity.

We look forward to working with the Lake County Port and Economic Development Authority and U.S. EPA on this project. If you have any questions, please do not hesitate to contact me at 614-644-2295 or via e-mail at Lisa.Shook@epa.ohio.gov.

Sincerely,

A handwritten signature in blue ink that reads "Lisa Shook". The signature is fluid and cursive, with the first name "Lisa" and last name "Shook" clearly distinguishable.

Lisa Shook, Manager
Ohio Environmental Protection Agency
Voluntary Action Program

cc: Peter Zahirsky, Director of Coastal Development, LCPEDA
Natalie Oryshkewych, Ohio EPA, DERR/NEDO



Department
of Commerce

Mike DeWine, Governor
Jon Husted, Lt. Governor

Division of State Fire Marshal
Sheryl Maxfield, Director



November 20, 2019

Matt Didier
U.S. Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Mail Code SE-7J
Chicago, IL 60604-3507

RE: Lake County Port and Economic Development Authority Community-Wide Brownfield Assessment Grant Proposal

Dear Mr. Didier:

This letter acknowledges that the Lake County Port and Economic Development Authority notified the Office of the Fire Marshal, Bureau of Underground Storage Tank Regulations (BUSTR) of its plans to use \$150,000 of the larger \$300,000 grant proposal for a community-wide brownfield assessment for petroleum waste. The remainder of the proposed grant amount will be used for hazardous substances investigation. The targeted areas for this grant include specifically the East Side Grand River Redevelopment Corridor, West Side Grand River Corridor Areas 1 and 2, the Chagrin River Corridor Areas, and abandoned service station areas. Goals of the grant include assessment of blighted areas, improving and protecting the waterways and green spaces, the revitalization of former commercial and industrial areas, and to encourage reuse of existing buildings.

I am pleased to offer BUSTR's support for the Lake County Port and Economic Development Authority's Community Wide-Brownfield Assessment Grant proposal. We look forward to working with the Lake County Port and Economic Development Authority and the U.S.EPA on this project.

Sincerely,

Verne A. Ord
Bureau Chief – BUSTR
Division of State Fire Marshal
Ohio Department of Commerce

xc: Site File
Peter Zahirsky, Lake County Port and Economic Development Authority

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

a. Target Area and Brownfields

i. Background and Description of Target Area

This application is being submitted by the Lake County Port Authority (“Port Authority”) on behalf of all of Lake County, Ohio (“the County”). The Port Authority is the County’s economic development entity and provides development services to all 23 townships, villages, and cities in the County. The County is located on the Lake Erie shore in northeast Ohio, just east of Cleveland. **Lake County has 31 miles of Lake Erie shoreline; 10 percent of the total for the State of Ohio.** It has a deep draft commercial port at Grand River/Fairport Harbor that supports the shipping and receiving of commodities, including limestone, sand and gravel, and salt. The Port generates approximately \$137.4M in business revenue annually, and supports 1,162 direct, indirect, and induced jobs that produce over \$69.5M per year in personal income for transportation -related industries. In addition to the lakefront, the County has two rivers, the Chagrin and the Grand; the former is designated a state scenic river, and the latter is designated by scenic and wild.

While manufacturing is still the largest single sector of Lake County’s economy, the factories along Lake Erie that relied on millions of gallons of fresh water and once employed thousands in the County are shuttered. Lake County is working to adapt to a changing world and changing demands from businesses and the workforce they need to thrive. Where possible, Lake County seeks to build upon its foundation as an industrial economy by revitalizing underutilized sites to create new business and employment opportunities, but in other instances the County has recognized the value of recreational redevelopment of particular sites in creating quality of life amenities that help attract and retain the talent needed for a vibrant workforce to fill the aforementioned employment opportunities.

Leveraging Lake County’s portion of the Lake Erie shoreline as an economic development asset began in earnest in the early 2000s and culminated in the **Lake County Coastal Development Plan**, which was released in 2005 and was followed in 2006 by the **Landside Communities Plan** which focused on physical developments that would drive economic growth, such as lakefront restaurants and hotels. Lake County intends to use the funds provided through this grant to focus on the areas of the County that are adjacent to Lake Erie and the Chagrin and Grand Rivers as catalytic dollars for redevelopment. Actual plans for redevelopment, and specifically for what kind of use, will be developed based on proximity to similar uses, the potential of individual sites for industrial versus recreational use, and the input of the residents of the Lake County community which will be solicited through direct outreach and public meeting.

ii. Description of the Priority Brownfield Site(s)

The County will prioritize the use of funds provided through this grant for sites within the Chagrin River and Grand River corridors respectively which have connectivity to other sites or areas that leverage their potential for redevelopment. Connectivity to water is significant because, as mentioned above, natural water resources are a significant part of Lake County’s fabric. Those resources must be protected, and whether redevelopment is industrial or recreational in nature, assessing contamination on these sites is necessary to insure that contaminated materials are not transmitted into the water. According to Ohio EPA, (<https://epa.ohio.gov/Portals/28/documents/habs/PWSLakes.pdf>), there are six public water supply lake inputs in Lake County all from Lake Erie. Protection of Lake Erie as a critical resource from any brownfields and their potential contaminants is critical. Further, where recreational redevelopment is most appropriate, connectivity to the water provides intrinsic value that can make underutilized sites into focal points of public access to the water that significantly increase the quality of life for the County’s residents.

One of the focal points in the **Landside Communities Plan** is a vacant commercial pier in Fairport Harbor at the mouth of the river on the eastern side which presents excellent redevelopment opportunities because of its connectivity to the river, Lake Erie, and Fairport Harbor’s historic storefront commercial district. The site was formerly operated as a former bulk materials dock and had railroad tracks and redevelopment cannot proceed until the site has been assessed for contaminants from its previous uses. This pier was the focal point of a waterfront mixed-use redevelopment plan presented in the Landside Communities Plan. **The entire Village of Fairport Harbor is an Opportunity Zone**, and this pier will be marketed as such. The Port Authority is currently in negotiations with the landowner to acquire the site.

On the western side of the Grand River, which is where the vast majority of the County’s maritime activity takes place, there are two priority sites that have excellent potential for industrial development due to their connectivity to active rail and the highway network, as well as their proximity to existing industrial uses. The first is a former Republic Steel 40-acre site near the mouth of the river and Lake Erie that is adjacent to existing industrial uses. The site is bordered by the Grand River Railway’s mainline and connects directly to Ohio Route 44, a four-lane highway. This connectivity to rail, maritime shipping,

and road and proximity to industry makes the site ideal for redevelopment with industrial uses. However, potential contamination has been observed that is believed to be from lime kiln waste from when the site was owned by now-defunct Republic Steel. Redevelopment of the site cannot proceed without a thorough environmental assessment of petroleum and hazardous substances. **Moreover, the connectivity to the Lake Erie is undeniable and must be addressed as there are the City of Painesville and Village of Fairport Harbor surface water intakes within 1,000 feet of the lakefront. Moreover, there are four more Lake Erie Public Water supply intakes on the border of Lake County!**

The second site is further south in Painesville and abuts the Grand River and is known as the Triangle site due to its parcel shape. It is a 35-acre former Baltimore & Ohio railyard which is also bounded by the Grand River Railway's mainline. The site is also near the Ohio Route 2, a four lane highway. The Triangle site is located in an industrial area and its access to road and rail as well proximity to the commercial harbor north on the Grand River give the site strong potential for industrial redevelopment, but its former use as a railyard dates back over 100 years and the site must be assessed for petroleum and hazardous substance contamination related to that use.

In the Chagrin River corridor of the **Lake County Coastal Development Plan**, one priority site, known as Borac's Landing, is a former marina and boat storage site. Boats were serviced and stored onsite in the open and abandoned boats remain on the property. The four-acre site straddles the Grand River and is located in the **100-year AE Flood Zone** and is part of a planned four-mile trail which will connect the Lake Erie shoreline in Eastlake to Willoughby's historic downtown. The Port Authority is part of a working partnership which includes the Chagrin River Watershed Partners, Lake Metroparks, and the Lake County General Health District ("LCGHD"). The partners have applied for planning grants from the Northeast Ohio Areawide Coordinating Agency ("NOACA"), the region's metropolitan planning organization, through its Transportation for Livable Communities Initiative ("TLCI") and the Ohio Department of Natural Resources' Coastal Management Assistance Grant program ("CMAG"). Over the years, petroleum and hazardous contaminants such as motor oil and fuel and fiberglass repair compounds may have migrated into the soil, and to ensure that trail construction does not cause any contamination of the Chagrin River, environmental assessments of the site must be conducted.

Another environmental concern that will have to be addressed as part of the trail development is contamination from fly ash generated by coal-burning power plants. The Chagrin River has at least two fly ash disposal sites along its banks, and historical aerial photography indicates the potential presence of more. These potential dump sites in the trail area, and the grant funds are absolutely essential to conduct the environmental assessment that will be required to locate any hazardous substance contamination as part of the planning and engineering process.

| Site (products) | Contaminants | Exposure Pathway | Health Effects |
|---|--|--|---|
| Vacant gas stations (various census tracts in Lake County) | Benzene, toluene, ethylbenzene, xylenes, MTBE, waste oils, diesel | Direct contact, migration to groundwater, inhalation | Asthma, cancer, central nervous system and immunity problems which matches a higher incidence of certain cancers |
| Chagrin River Corridor Area sites including Fly Ash sites Census tracts 2020 & 2019 | Benzene, lead, iron, manganese, mercury, atrazine, ethylbenzene, methylene chloride | Direct contact, airborne particulates, migration to soil and groundwater. | Respiratory problems, central nervous system problems, heart, blood, liver, skin, eyes, kidney, cancer which matches a higher incidence of certain cancers such as kidney, bladder, brain (central nervous) and respiratory |
| Grand River Corridor (including Triangle railyard Tract 2040), Former Republic Steel (Tract 2062) | Ammonium phosphate, potassium chlorate, phosphorus sesquisulfide, antimony, dyes | Direct contact, airborne particulates, migration to soil and groundwater, and inhalation | Respiratory problems, central nervous system problems, heart, blood, liver, skin, eyes which matches a higher incidence of certain cancers like bladder, brain (central nervous) and respiratory |
| Potential brownfield site in Census tract 2057.01 81% Low-Mod income | Chlorinated solvents, PAHs, organic vulcanizers, pigments, resins, otoluidine, aniline | Direct contact, airborne particulates, and inhalation | Respiratory problems, central nervous system problems, bladder cancer, stomach cancer, lung cancer, heart, blood, liver, skin, eyes which matches a higher incidence of certain cancers like bladder, brain (central nervous) and respiratory |

*—As identified in the Lake County General Health District Tables included in Section 2.a.ii. of this proposal

b. Revitalization of the Target Area

i. Reuse Strategy and Alignment with Revitalization Plans

As initially mentioned above, the reuse plans for the sites focus on industrial, mixed use, and recreational redevelopment where appropriate based on various factors. In the case of the sites on the western side of the Grand River corridor, proximity to other industrial operations as well as connectivity to active rail and the highway system make industrial redevelopment optimal. Manufacturing makes up the largest portion of Lake County's economy at approximately 22% and is far and away the largest component of Lake County's Gross Regional Product, generating \$3.73 billion in economic activity. Consequently, the manufacturing sector is a major focus of the County's economic development efforts.

The majority of Lake County's industrial areas are built out, so in order to accommodate new or expanding businesses, the County must leverage brownfields that already have connectivity to utilities, transportation infrastructure, and workforce. The priority sites in the Grand River corridor have all three connections, and the existence of active rail and the availability of maritime shipping makes these sites even more desirable. **The County already works with landowners to market available properties through ZoomProspector, a platform sponsored by JobsOhio, Ohio's economic development corporation.** The County will continue to actively market these sites and by using assessment grant funds to complete environmental evaluations ahead of time, these sites will be more desirable.

The vacant pier on the eastern side of the Grand River in Fairport Harbor presents an excellent opportunity for redevelopment as part of a waterfront mixed use development that will help attract new residents and drive economic growth from new commercial and retail space. The pier is just north of Fairport Harbor's historic downtown which features boutique retail and quaint storefronts. Just east of the pier are public boat docks and a public beach park that attracts almost 300,000 visitors every year. In 2016 the County completed a waterfront trail plan for connecting the beach park 2.5 miles east to Painesville Township Park which features a public fishing pier. When the pier is redeveloped, this trail would be continued onto it south along the riverbank as a promenade which would create an additional half mile of public waterfront access. The County is currently in the beginning stages of two other studies relevant to the pier; the County is undertaking a transient marina market study for the existing public boat docks and a redevelopment study of the underutilized Fairport Harbor Water Treatment Plant which is adjacent to the pier. The development of a transient marina would attract itinerant boaters to Fairport Harbor who would patronize its businesses, and redevelopment of the water plant as a retail or commercial space will be catalytic in fostering adjacent development and complementing development of the pier. Further, the pier is part of an Opportunity Zone, which will help attract investors.

For the fly ash dumps sites in the Chagrin River corridor, developing a trail along the river linking historic downtown Willoughby and the lakeshore in Eastlake complements other initiatives in the County. Willoughby and Eastlake, the two cities collaborating on the riverside trail, are also working with the City of Willowick and Laketran on the Vine Street Corridor Initiative. Vine Street is a major commercial thoroughfare that runs through all three cities and connects Willoughby's historic downtown to the Lake Erie shoreline in Willowick. Connectivity to Vine Street and Lake Erie were both specifically highlighted in the Port Authority's 2017 Strategic Plan, which was developed as five-year economic development plan for the entire County.

ii. Outcomes and Benefits of Reuse Strategy

The County's strategy is to use existing connectivity to revitalize vacant and underutilized sites either as a location for new companies and employment centers or for the construction of amenities that will provide a better quality of life to residents and visitors. Redevelopment of the properties described above on the west bank of the Grand River which have connectivity to active rail will attract new companies and new jobs which in turn will help grow the tax base and improve the County's ability to provide required services to its residents. Lake County already has a strong manufacturing sector and the vacancy rate for industrial space is below 4%, which means new companies or existing companies looking to expand do not have space to move into. Revitalizing these former industrial sites will meet that need and give the County more ability to be responsive to new opportunities.

Redevelopment of the pier in Fairport Harbor as a mixed-use waterfront district will be catalytic for the revitalization of the Village as a whole. It will help drive retail traffic that will in turn create demand that will fill vacant storefronts in the Village's historic commercial district and attract new residents and visitors. Further, as the entire Village is an Opportunity

Zone, revitalizing the pier will attract new investment and development in other parts of Fairport Harbor by leveraging that incentive.

In the Chagrin River corridor, the grant funds will be one of many tools used to create a four-mile greenway that will provide a healthy recreational resource for residents and visitors and increase the quality of life for residents. Quality of life, and specifically trails and greenspaces, are a major part of the County's long-term economic development strategy to attract and retain the talent necessary to maintain a viable workforce in the County.

Finally, one of the most important outcomes is that the health of the rivers themselves will be protected. Assessing all of the sites described above will quantify and map and contamination that might reach the rivers whether the sites are redeveloped or left in their current state, and so these grant funds will enable the County to plan accordingly for remediation where necessary to maintain the water quality of its river systems.

c. Strategy for Leveraging Resources

i. Resources Needed for Site Reuse

Throughout its existence, the Port Authority has been able to leverage a wide range of outside resources to accomplish its mission of providing economic development services to all of Lake County. Specific to brownfield redevelopment, the Port Authority undertook remediation and revitalization of the former Coe Manufacturing Facility in Painesville. The Port Authority received a \$1.2 million grant from Ohio's Jobs Ready Sites program and a \$325,000 loan from the Ohio Water Development Authority. Of the five buildings that remained on the site when the Port took possession, four have been remediated and sold and the fifth was demolished. Between the companies that purchased the buildings, approximately 50 new jobs came to the site. These are resources the Port can leverage again to help facilitate redevelopment of the industrial sites along the Grand River that were discussed above.

As an Ohio port authority, the Port can also leverage sales-tax exempt financing to attract new companies to the industrial sites on the Grand River. The Ohio Revised Code enables port authorities to act as conduits for bond financing on development projects where the port authority assumes a temporary ownership role and is exempt from paying sales tax on construction materials. This can typically result in as much as 4% cost savings; for projects ranging in the millions of dollars, these savings can be significant and often become a determining factor in the viability of a project. Since its inception in 2007, the Port Authority has completed over \$100 million in bond deals. The Port Authority is also able to leverage other financing sources, such as tax-exempt private activity bonds and tax increment financing. While the Port itself has not yet leveraged these resources in its own projects, the Port Authority regularly engages with public and private sector partners that have experience using these tools and is therefore able to bring them to table at any time.

For the sites on the Chagrin River where recreational redevelopment of brownfield sites is the envisioned, the Port Authority also has a number of resources to call on. As mentioned above, the Port Authority is part of a working group applying for which has applied for a planning grant for a trail on the Chagrin River linking downtown Willoughby to Lake Erie from NOACA's TLCI program. The TLCI program seeks to develop new, alternative transportation options while promoting reinvestment in underutilized or vacant/abandoned properties and supporting economic development. The Port received its own TLCI planning grant in 2019 to develop a streetscape/revitalization plan for downtown Grand River, a village on the river of the same name with a retail/commercial area directly adjacent to the river that has seen disinvestment and deterioration over the years. The TLCI program also has implementation funding the Port can use for actual construction of the trail on the Chagrin River.

When the Port Authority completed the masterplan for the 2.5-mile waterfront trail mentioned above which will connect the beach at Fairport Harbor to the public pier at Painesville Township, it used an award from Ohio's CMAG program. CMAG funds are focused on Lake Erie-related initiatives such as improving water quality, coastal planning, education programs, land acquisition, research, improving public access, and habitat restoration. The Port Authority recently supported a successful application by the Chagrin River Watershed Partners for a CMAG grant to pay for a permeable parking area at a public park on the Chagrin River. The Port Authority provided the match for the grant from its Lakeshore Improvement Fund, which comes from a 2% allocation of Lake County's lodging tax and is designated by the Ohio Revised Code for any capital projects undertaken by the Port Authority within one mile of Lake Erie. The permeable parking area is adjacent to an ADA-compliant canoe and kayak launch which is designed for users of wheelchairs to be able to enter, launch, return and exit from paddlecraft unassisted. This launch was also paid for by the County's Lakeshore Improvement Fund. Both the State's CMAG program and the County's Lakeshore Improvement Fund can be leveraged by the Port Authority for recreational redevelopment of contaminated sites on the Chagrin River.

ii. Use of Existing Infrastructure

This grant will enable us to apply sustainable land use principles through revitalization and reuse of underutilized properties in Lake County. All of the priority sites above that are planned for industrial redevelopment have existing connectivity to utility and transportation infrastructure, which makes them ideal for reuse. These sites are also proximate to population centers that can meet the workforce needs of new companies and will not require new infrastructure to be economically viable, thus reducing the need for new construction which will reduce land consumption and limiting the potential for new pollution.

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

a. Community Need

i. The Community's Need for Funding

Lake County has not been immune to the changes that have affected other communities in America's Rust Belt. An aging population, loss of major employers, and cuts to funding from the state level have all led to a reduction in resources available for economic development, including assessing and remediating brownfield sites in the County. Further, according to Ohio EPA, the Chagrin River watershed is experiencing significant development pressure from Cleveland's population migration to outlying suburbs. According to <https://www.epa.ohio.gov/dsw/tmdl/AshtabulaChagrinRivers#115925647-tmdl-report>, Ohio EPA set TMDLs for phosphorus, nitrates, habitat, bacteria, and suspended solids in the watershed. Some of the recommended solutions include storm water management, protection and restoration of riparian and headwater areas (including key waterfront areas where brownfield sites are identified in this proposal), promoting balanced growth, evaluation of dams for removal, improving semi-public and home sewage treatment systems, and point source controls.

According to a 2015 study titled "Lake County, Ohio Senior Citizens: Today, Tomorrow and in the Future" which was completed for the Board of Commissioners and the Senior Citizens Advisory Panel, by the year 2030, 1 in 3 residents of Lake County will be 60 years and older, with most of the growth after 2020 in the cohort 75 years and older. Because the majority of this population is no longer in the workforce and therefore does not pay income tax, the disproportion of retired seniors to working adults negatively impacts local tax bases and reduces available revenues. While manufacturing remains the strongest part of the County's economy, it has seen declines as well. U.S. Census data show a 16% reduction in the number of manufacturing firms between 2000 and 2010. In the last few decades, major employers such as the Industrial Rayon Corp., Diamond Shamrock Corp., and Towmotor Corp. have all shuttered or left, eliminating thousands of jobs. Most recently, ABB Inc., one of Lake County's largest employers, left in 2017, taking 425 jobs out of the community, and the reduction in employment and revenue has been felt throughout.

The situation has been aggravated by reductions at the state level to the Local Government Fund. After taking office in 2010, former Governor John Kasich reduced the Local Government Fund by almost 50%, cutting approximately \$450 million in assistance to local governments which reduced the resources available for economic development services. In regard to brownfields, the problem was compounded by changes to Ohio's Job Ready Sites program. Previously, grants and low interest loans were provided for brownfield cleanup and revitalization on speculative projects where end users had not been identified. It was this program that enabled the Port Authority to clean up the Coe Manufacturing property in Painesville and get it back into service as described above. The guidelines were subsequently changed and funds were only available for sites which had an identified, committed end user. Funds from this grant are necessary to make up for the reduction in resources described above and to give the Port Authority to complete at least some of the environmental work on sites that have strong redevelopment potential but for which users have not yet been found.

2.a.ii Threats to Sensitive Populations.

2.a.ii.1. Health or Welfare of Sensitive Populations. By working with the Lake County General Health District (LCGHD), the Port Authority can undertake brownfield redevelopment that not only reduces the potential for chemical exposures, but also encourages healthy behaviors and improve quality of life. For example, turning a brownfield into green space can increase physical activity by providing walking paths and other recreational areas. As a result, the rates of diabetes, heart disease, and obesity may be reduced. Diabetes and cardiac disease are related to obesity and physical inactivity. Even more basic, the lack of safe, affordable housing severely impacts health, with the most marginalized – such as people living with mental illness – suffering the worst effects. All these health effects arise in part from interaction with the built environment - the buildings, parks, schools, road systems, and other infrastructure that are encountered daily life. Green space and walking paths may also help reduce vehicle traffic and, thus, air pollution and the rates of asthma and other respiratory diseases. Redeveloping land that was once contaminated may improve the sense of well-

being in communities through involving residents in growth and change. Additionally, in the year 2030, 1 in 3 residents of Lake County will be 60 years and older, with most of the growth after 2020 in the cohort 75 years and older. As much of this population is no longer in the workforce, with many on fixed incomes, this population is highly sensitive to economic changes and reductions in the overall tax base they will increasingly bear the burden of the cost of the various public services provided around the County. Reductions in employment opportunities and corresponding the reductions to the tax base reduce resources also affect those living in poverty who rely on assistance from County services. As resources to provide those services become increasingly scarce, services are cut or greater out of pocket expenses are imposed.

2.a.ii.2. Greater Than Normal Incidence of Disease and Adverse Health Conditions. The following 2017 cancer incidence data was received from the LCGHD that may link a higher rate of cancer incidence associated with exposures to hazardous/petroleum chemicals of concern and brownfields.

| Specific Cancer | Lake County | Ohio | U.S. |
|-----------------|-------------|-------|-------|
| Bladder | 28.2 | 21.9 | 19.8 |
| Brain | 8.2 | 6.8 | 6.4 |
| Breast (Female) | 138.8 | 123.8 | 124.9 |
| Kidney | 17.9 | 16.6 | 15.6 |
| Lung & Brachial | 71.3 | 69.9 | 55.8 |
| Ovary | 14.8 | 11.4 | 11.7 |
| Testis | 8.7 | 5.6 | 5.7 |
| Uterus | 32.8 | 28.7 | 25.7 |

| Demographics | | Incidence | | | | Mortality | | | |
|--------------|--------|-------------|-------|-------|-------|-------------|-------|-------|-------|
| | | Lake County | | Ohio | U.S. | Lake County | | Ohio | U.S. |
| | | Cases | Rate | Rate | Rate | Deaths | Rate | Rate | Rate |
| Total | | 1,472 | 491.1 | 459.8 | 442.7 | 557 | 179.8 | 181.1 | 166.1 |
| Sex | Male | 715 | 526.8 | 508.3 | 492.4 | 290 | 221.4 | 219.1 | 200.5 |
| | Female | 757 | 472.3 | 427.5 | 408.7 | 267 | 152.2 | 154.6 | 141.5 |
| Race | White | 1,415 | 489.5 | 454.0 | 451.8 | 543 | 180.8 | 179.5 | 166.2 |
| | Black | 37 | 512.6 | 458.8 | 459.3 | 10 | 144.8 | 206.6 | 194.2 |

¹ Source of Ohio data: Ohio Cancer Incidence Surveillance System and the Bureau of Vital Statistics, Ohio Department of Health, 2017.

² Source of U.S. data: Surveillance, Epidemiology and End Results Program, National Cancer Institute and the National Center for Health Statistics, 2017.

³ Rates are per 100,000 and age-adjusted to the 2000 U.S. standard population.

In Addition, lung and bronchus cancer incidence rate (cases per 100,000 population per year) for the Downtown Painesville District (≥ 105.6) exceeds the rate for the County (74.0), the state of Ohio (75.0), and the U.S. (63.9) (all cancer data from Ohio Cancer Incidence Surveillance System). The Ohio Department of Health (ODH) compiles data for incidence of chronic lower respiratory diseases (formerly known as chronic obstructive pulmonary disease). These numbers demonstrate 1) the breadth of health concerns across the County’s population, and 2) disproportionate impact from pollution to minority and low- income residents in the County, especially in the Eastlake, Fairport Harbor, and Downtown Wickliffe and Painesville Districts.

In addition, according to the Lake County Community Needs Assessment Survey, (<https://lakehealth.org/about/health-needs-assessment>) 9.0 percent of adults in Lake County have asthma. In Ohio, 14.2 percent of children have asthma, compared to 16.1 percent in Lake County. Outdoor air pollution was listed as one of the important factors that may trigger an asthma attack. The concentration of brownfields in Census tract (insert lowest tract here) shows these sensitive populations suffer disproportional exposure risks. According to the CDC WONDER Environmental Data, Lake County has 13.5 average daily density of fine particulate matter, compared to 13.6 for Ohio and 11.1 for the country.

2.a.ii.3. Economically Impoverished/Disproportionately Impacted Populations. The County has not been immune to the industrial declines of the rest of the Midwest. Industrial Rayon, Caterpillar, Diamond Shamrock, Uniroyal, and ABB are all large companies no longer operating in Lake County. Industrial Rayon and Uniroyal in Painesville Township, Diamond Shamrock in Fairport Harbor, Painesville City, and Painesville Township, and FirstEnergy’s Eastlake coal power plant

collectively occupied almost 1,500 acres of Lake Erie shoreline. When these companies left, they took thousands of jobs with them, but in many cases left contaminated sites that are a burden to local communities. Today, Fairport Harbor, Eastlake, and Painesville Township have poverty rates over 10%, and Painesville City's poverty rate is over 20%. The County can take advantage of the assessment funds to address issues at underutilized and contaminated sites around the county to provide a cleaner, greener quality of life to the residents. Through our program, including both the cleanup and community outreach efforts, the Port and its partners are working toward bridging the economic gaps between the significantly disadvantaged populations and lesser impacted communities in the region.

b. Community Engagement

i. Project Partners

Please see the list below in Section 2.b.II

ii. Project Partner Roles

| Partner Name | Point of Contact | Specific Role in the Target Project |
|-------------------------------------|---|--|
| Lake County Land Bank | John Rogers, jmrogers@lakecountylanbank.org , (440) 350.2133 | Community outreach, public engagement, site assessment, best practices |
| Lake County Soil & Water District | Dan Donaldson, ddonaldson@lakecountyohio.gov , 440.350.2030 | Community outreach, public engagement, site assessment, best practices |
| Chagrin River Watershed Partners | Heather Elmer, helmer@crwp.org , (440) 975-3870 ext. 1001 | Community outreach, public engagement, site assessment, best practices |
| Lake County General Health District | Ron Graham, rgraham@lcghd.org , 440.350.2358 | Community outreach, public engagement, site assessment, best practices |
| Lake Metroparks | Paul Palagyi, ppalagyi@lakemetroparks.com , (440)639-7275 x1189 | Community outreach, public engagement, site planning, best practices |

iii. Incorporating Community Input

The Port Authority sees itself as a service provider to the County and therefore public input is key to its mission. The Port Authority will host an initial public kick-off meeting to provide education and solicit input to discuss sites being considered for assessment and/or redevelopment and to begin marketing sites to potential developers and end users. Community and environmental organizations including Ohio EPA, the Ohio Bureau of Underground Storage Regulations (BUSTR), USEPA, educational institutions, chambers of commerce, developers and the general public will be invited to the event both directly through Port Authority channels such as social and print media, and through partners like the local chambers of commerce and county agencies such as the LCGHD and the Lake Soil and Water Conservation District (LSWCD). Regular updates will occur and based on the needs, the Port Authority may incorporate additional public workshop/meetings. If health threats are identified, the Lake County General Health District will be advised.

The Port Authority has established relationships with the Ohio EPA, which runs the state Voluntary Action Program (VAP) and BUSTR, the state's authority over regulated underground storage tank sites. The Port Authority will continue to work closely with the Ohio EPA and BUSTR to help ensure appropriate assessment and cleanup activities are conducted at brownfields in compliance with their guidance documents and Corrective Action Program. When contamination is discovered, Ohio VAP and/or BUSTR's cleanup criteria will be used to identify and address on-site health and environmental threats. If contamination has the potential to negatively impact the health of local populations, especially as related to off-site exposures, the Ohio EPA and/or BUSTR will be notified and brought in as a project partner with the Port Authority.

The Port Authority will also rely on long-established relationships with other local and state partners. Several LCGHD programs, such as asbestos control, air monitoring, environmental nuisance complaints for commercial building (e.g. dangerous blight), and environmental health administration relate to the Port Authority's Brownfield program. The LCGHD has been actively involved in education/notification, testing, and monitoring related to radon, mold, lead poisoning,

and groundwater protection. The LCGHD will be called upon to assess off-site health threats, identify toxicological issues, perform risk evaluations, design and conduct notification/education programs and coordinate health testing, if contamination from a brownfield is confirmed. The Lake County Office of Planning and Community Development will support the Port Authority's brownfields program by providing guidance to optimize existing infrastructure and identify appropriate re-use of sites. During redevelopment, Lake County Stormwater Management Department will be called upon to offer guidance on storm water pollution prevention measures, such as construction grading, bioswales and rooftop rain gardens.

3. **TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS**

a. Description of Tasks/Activities and Outputs

Task 1 - Programmatic Costs: The Port Authority will provide in-kind labor, resources, and supplies associated with programmatic costs, including documenting the brownfield site selection process, coordinating and conducting operational meetings, preparing quarterly reports, and other activities associated with grant functions. The in-kind effort will consist of two hours per week for implementing programmatic activities, equaling an in-kind contribution of up to \$12,000 (240 hours at \$50/hour). The programmatic costs include up to \$5,000 in travel costs to send two people to an EPA Brownfields Conference and brownfields training opportunity. Contractual costs associated with Consultant services to help prepare quarterly reports, site information in ACRES, tracking grant budgets, and other activities associated with grant functions. Outputs include continuing staff training, improved brownfield knowledge, quarterly reports, and ACRES updates.

Task 2 - Community & Stakeholder Outreach: Community outreach costs of include contractual costs for coordinating/conducting community involvement and outreach meetings. Additional costs will be provided in-kind through additional labor and expenses (i.e., travel and supplies) needed to conduct environmental outreach meetings, press releases, update Community websites as new information is generated, and other activities to outreach communities. Outputs include at least three public meetings and development of marketing documents that can be used to promote area brownfields and grant availability.

Task 3 - Site Inventory: Site inventory costs include personnel costs for updating the Community brownfield site information and meeting with owners of potential sites. This also includes contractual costs for conducting site eligibility determinations for sites that the Port Authority wants to assess. The Port estimates each site eligibility determination. Outputs include up to 7 site eligibility determinations for the hazardous substances and up to 10 for the petroleum grant.

Task 4 - Site Assessment: Over 60% of the budget will be used to conduct site assessments and will be evaluated through performance of Hazardous Materials Assessments (HMA), Phase I and/or II ESAs (conducted in accordance with All Appropriate Inquiry (ASTM Standard E1527), BFPP and other ASTM standards and practices) and, when appropriate, the Ohio Voluntary Action Program (VAP) and or Ohio Bureau of Underground Storage Tank Regulations (BUSTR). The costs for completing Phase I and Phase II ESAs will vary depending on the complexity and whether VAP/BUSTR compliance is required. Based on data collected from average costs of the Ohio EPA Site Assessment and Brownfields Revitalization Division (SABR), the Port Authority estimates the average cost of Phase I ESAs will be \$5,000, the average cost of HMAs will be \$6,000 and the average cost of Phase II ESAs will be \$30,000. The Port Authority anticipates outputs for both Hazardous/petroleum grants to include up to 5 Phase I ESAs, up to 5 HMAs, and up to 3 Phase II ESAs under the Hazardous Substances grant and up to 5 Phase I ESAs and up to 3 Phase II ESAs under the Petroleum grant. Actual costs may vary based on site size and complexity.

Task 5 - Cleanup and Reuse Planning: 30% of the budget will be spent on brownfield planning to conduct cleanup/redevelopment planning in accordance with Ohio EPA or BUSTR programs where redevelopment is imminent/promising. In addition, this will include meeting with the Consultant on brownfield planning in those target brownfield communities, assess sustainable re-use options, market conditions, preparation of cleanup plans, assessment of cleanup/redevelopment alternatives, and evaluation of institutional and engineering controls for zoning and proposed land uses.

b. Cost Estimates

| c. Hazardous Waste Assessment Grant | | | | | | |
|--|---------------------------|----------------------------------|-----------------------|-------------------|-------------------------------------|--------------|
| Categories | Task 1 | Task 2 | Task 3 | Task 4 | Task 5 | TOTAL |
| | Programmatic Costs | Comm/Stakeholder Outreach | Site Inventory | Assessment | Cleanup & Reuse Planning | |
| Personnel | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

| | | | | | | |
|-----------------------------------|---------------------------|----------------------------------|-----------------------|-------------------|-------------------------------------|------------------|
| Travel | \$1,500 | \$0 | \$0 | \$ | \$0 | \$1,500 |
| Contractual | \$1,500 | \$4,500 | \$3,500 | \$94,000 | \$45,000 | \$148,500 |
| Sub-Total | \$3,000 | \$4,500 | \$3,500 | \$94,000 | \$45,000 | \$150,000 |
| Petroleum Assessment Grant | | | | | | |
| Categories | Task 1 | Task 2 | Task 3 | Task 4 | Task 5 | TOTAL |
| | Programmatic Costs | Comm/Stakeholder Outreach | Site Inventory | Assessment | Cleanup & Reuse Planning | |
| Personnel* | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Travel | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$1,500 |
| Contractual | \$1,500 | \$4,500 | \$3,500 | \$94,000 | \$45,000 | \$148,500 |
| Sub-Total | \$3,000 | \$4,500 | \$3,500 | \$94,000 | \$45,000 | \$150,000 |
| TOTALS | \$6,000 | \$9,000 | \$7,000 | \$188,000 | \$90,000 | \$300,000 |

***The Port estimates it will contribute up to \$12,000 of in-kind time across all Personnel categories above.**

c. **Measuring Environmental Results**

The measurement stick will be number of HMAs, Phase I ESAs, and Phase II ESAs completed, the total acres of land assessed, the total acres made ready for reuse or acres of greenspace for the community, the number of jobs created, the amount of leveraged funding, and the number of community meetings held will be tracked and measured by the Port Authority's Project Manager; the environmental consultant will assist with record keeping. The Port Authority's ACRES database will be utilized to record the acres of land assessed, locations of identified brownfields, locations of assessed brownfields, locations of redeveloped sites, and the number of jobs created. Project success will be evaluated by whether the following goals are met: identification of up to 20 new brownfield sites, completion of up to 5 Phase I ESAs, up to 5 HMAs, up to 3 Phase II ESAs, and up to 3 cleanup plans, and up to 10 community meetings held (up to 3 meetings per year). Progress will be measured quarterly and documented in quarterly reports. If project goals are not being met, a meeting will be conducted between the Port Authority and the environmental consultant to discuss the reasoning for shortcomings and potential challenges to the project approach.

4. **PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE**

a. **Programmatic Capability**

i. **Organizational Structure**

The Port Authority has a proven track record for successfully managing Federal and State grant and loan programs, expending funds and completing projects in a timely fashion. The Port Authority has the technical, administrative, and accounting capabilities and management systems in place for successful grant management. In 2019, the Port Authority received the State Auditor's perfect audit award for the third year in a row, a testament to the capability and diligence of the Port Authority. The Port Authority's team brings a variety of experience to the project which will ensure that all grant funds are properly expended and accounted for, as summarized below.

ii. **Description of Key Staff**

Mr. Peter Zahirsky, the Port's Authority Director of Coastal Development and the Port Authority's Project Director will help coordinate the grant and all day to day administrative affairs. Mr. Zahirsky is a licensed attorney and is experienced in managing federal highway grants, state capital grants, Ohio JRS grants, and community and private foundation grants. While his focus is on the implementation of Lake County's strategic coastal development plans, Mr. Zahirsky also manages the Port's database of available properties in the county and responses to business attraction leads from JobsOhio, the state's economic development organization.

Mr. Tim Cahill, the Port's Director of Public Finance and Controller, has over 25 years of commercial lending and community development experience. In his role as Director of Public Finance and Controller, Tim provides outreach to the community in the promotion of the Port Authority's finance programs, including bond financing, the Lake County Economic Development Loan Program, the CROP agricultural loan program. Mr. Cahill also administers the Port Authority's Property

Assessed Clean Energy bond program, which can finance energy efficient components of new construction and could be applied to new facilities built on the sites that are the subject of this application. Mr. Cahill serves as controller and also is involved in the Port Authority's business retention and expansion activities.

iii. **Acquiring Additional Resources**

The Port Authority will retain an environmental consultant using a Qualifications-Based Selection Process, complying with federal procurement regulations (40 CFR §31.36), who is experienced in all aspects of U.S. EPA Assessment programs requirements, Ohio VAP, BUSTR, grant management, conducting environmental assessments and assisting with project tracking.

The Port Authority also has a long working relationship with the Lake County Land Reutilization Corp., AKA the Lake County Land Bank, and can call on its assistance. The Land Bank assisted the Port Authority with remediation and demolition at the former Coe Manufacturing site mentioned above. The Land Bank's Director, Mr. John Rogers, has close to 30 years of public service where he's been involved with federal, state and local grant administration and projection management. He has managed projects receiving funds through multiple programs provided through the U.S. Department of Housing and Urban Development and Ohio Development Services Agency, (including the Abandoned Gas Station Cleanup) and was involved with Ohio Department of Natural Resources, Ohio Department of Transportation and Ohio Public Works Commission funding. Most recently, the Lake County Land Bank received a \$250,000 grant from the Ohio Abandoned Gas Station Program to remediate a site in Madison Town. As part of the cleanup, four monitoring wells were installed and once they are clear the property will be marketed.

b. **Past Performance and Accomplishments**

ii. **Has Not Received an EPA Brownfields Grant but has Received Other Federal or Non-Federal Assistance Agreements**

Though the Port Authority has not received an EPA Brownfields Grant it has been party to other federal and non-federal assistance agreements.

1) Purpose and Accomplishments. The Port received a \$1.2 million grant from Ohio Job Ready Sites program and \$325,000 low-interest loan from the Ohio Water Development Authority to facilitate remediation of the former Coe Mfg. site in Painesville. Since then the Port has attracted new companies to the site for the creation of 50 new jobs. The Port Authority also received a \$300,000 grant through the Ohio Department of Natural Resources for a shoreline stabilization project at a public Park on Lake Erie. For this project the Port Authority has met all accounting obligations for the grant and has also coordinated with the Ohio EPA and the Ohio Department of Transportation's Office of Environmental Services to ensure all environmental concerns are addressed. As the owner of the Lake County Executive Airport, the Port Authority also has received and deployed several hundred thousand dollars' worth of Federal Aviation Administration and Ohio Department of Transportation grants.

2) Compliance with Grant Requirements. The Port Authority has an excellent track record for administering hundreds of state and federal grants regarding environmental, redevelopment, infrastructure and waterway projects. The Port Authority has complied with reporting requirements, has undergone single-year audits due to the level of federal funding and funding department audits, resulting in no findings. By working with experienced consultants, workplans, schedules and terms and conditions were developed and followed. If adjustments to the plan became necessary, the funding agency was consulted to ensure that the project remained within the spirit of the agreement, prior to making the adjustment. Also, the Port Authority's collaborative approach has afforded the ability to leverage both public and private sector funding. These successes demonstrate the Port Authority's ability to leverage grant dollars, spurring revitalization in targeted areas.

Section III.B.1 Documentation of Applicant Eligibility

Resolution 2007-0222, as passed by the Lake County Ohio Board of Commissioners on February 22, 2007, created the Lake County Port Authority and authorizes it receive grant funds to carry out its statutory duties.

Section 9 of the Resolution reads as below:

“Section 9. This Board hereby appropriates \$5000.00 from the un-appropriated portion of the General Fund of this County to be transferred to the Port Authority, upon its creation, for deposit in such account or accounts as are directed by the Board of Directors of the Port Authority to be used as provided for in this Resolution and the Act. This Board also authorizes the Port Authority to accept and/or receive any assets and/or funds transferred to the Port Authority from any source, to be used by the Port Authority for its statutorily authorized purposes, provided that such transfer and receipt are permitted by Ohio law.”

Ohio Revised Code 4582.01 (B)(1) lists the authorized purposes of Ohio port authorities as follows:

‘(B) "Authorized purposes" or "purpose" means either of the following:

(1) Activities that enhance, foster, aid, provide, or promote transportation, economic development, housing, recreation, education, governmental operations, culture, or research within the jurisdiction of the port authority;’

The Board of County Commissioners, in and for Lake County, Ohio, met this day in regular session with the following members present:

Commissioners: Aufuldish, Sines and Troy

Commissioner Aufuldish presented the following resolution and moved its adoption.

RESOLUTION CREATING THE LAKE COUNTY PORT AUTHORITY AND PROVIDING FOR THE ORGANIZATION THEREOF

WHEREAS, the Board of County Commissioners hereby finds and determines that all formal actions relative to the adoption of this resolution were taken in an open meeting of this Board of County Commissioners, and that all the deliberations of this Board of County Commissioners and of its committees, if any, which resulted in formal actions, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Revised Code, and

WHEREAS, under authority of Sections 4582.21 through 4582.59 of the Ohio Revised Code (the "Act"), a county may, by resolution of the board of county commissioners, create a port authority which shall be a body corporate and politic, have the powers and jurisdiction enumerated in the Act and have territorial limits coterminous with the territorial limits of the county as the political subdivision creating such port authority, excluding the territory of any other port authority within the territorial limits of the County which is then in existence; and

WHEREAS, in order to assist Lake County in carrying out its purposes of promoting projects that will provide for the creation of jobs and employment opportunities and improve the economic welfare of the people residing in Lake County, as well as to encourage projects to enhance, foster, aid, provide or promote transportation, economic development, housing, recreation, education, governmental operations, culture or research within the territory served by the port authority; and

WHEREAS, this Board desires and determines it to be necessary to create a port authority to serve the entire area of the County, excluding the territory of each of the Eastlake Port Authority, the Fairport Harbor Port Authority, the Grand River Port Authority and the Greater Mentor Port Authority (such port authorities, collectively, the "Municipal Port Authorities") so long as that port authority is in existence;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of the County of Lake, State of Ohio, that:

Section 1. A port authority to be designated and known as the "Lake County Port Authority" (the "Port Authority") is hereby created under the authority of Section 4582.21 of the Act.

Section 2. The Port Authority shall have territorial limits coterminous with the boundaries of the County as they now or hereafter exist, but excluding the territory of each of the Municipal Port Authorities so long as that port authority is in existence. The Port Authority shall be a body corporate and politic and shall have all the powers and jurisdiction now or hereafter given to it by the Act, as the same may be expanded or limited by changes in the Act or by subsequent resolutions of this Board. The exercise of those powers and jurisdiction by the Port Authority are deemed to be essential governmental functions of the State of Ohio. The Port Authority shall comply with all provisions of law applicable to it including, but not limited to, Sections 121.22 and 149.43 of the Ohio Revised Code, in each case as modified by the Act.

Section 3. In accordance with Section 4582.22(B), this Board of County Commissioners determines that the Port Authority shall have all the powers currently granted by the Act, except it shall not participate in any undertaking which involves the relocation of a business within the boundaries of the Port Authority from one

political subdivision to another political subdivision without the approval of the legislative authority of each such subdivision and except that it shall not exercise the authority granted to it by Section 4582.40 of the Ohio Revised Code without a prior resolution of this Board. In addition, the Port Authority shall file a report annually with the Clerk of this Board (not later than May 1 with respect to the immediately preceding calendar year starting May 1, 2008) on matters pertaining to its development and redevelopment activities, projects and programs, including information with respect to completion of projects or phases of projects, completed economic development financing activities, and the economic impact of completed projects and development financing activities. Finally, the Port Authority shall maintain a system of accounting established and administered in accordance with Ohio law and with generally accepted accounting principles applicable to governmental entities and consistently applied.

Section 4. The Port Authority shall be governed by a seven member Board of Directors each of whom shall serve for a term of four years, provided that such Board initially shall be composed of members having terms of office commencing on the date of the adoption of this resolution and expiring as follows: one member shall have a term of office expiring December 31, 2007, two members shall have a term of office expiring December 31, 2008, two members shall have a term of office expiring December 31, 2009, and two members shall have a term of office expiring December 31, 2010. The initial appointments to the Board of Directors of the Port Authority shall be as set forth in a subsequent Resolution of this Board. All of the members of the Board of Directors shall be appointed by the Board of County Commissioners and shall have the qualifications provided by Section 4582.27 of the Act and by this Resolution. Upon the resignation or removal of a member of the Board of Directors or the expiration of a member's term of office, a new member of the Board of Directors shall be appointed by the Board of County Commissioners in the manner provided herein. Any person appointed to fill a vacancy shall be appointed to fill only the unexpired term, and any director shall be eligible for reappointment.

Section 5. The members of the Board of Directors shall serve without compensation but may receive reimbursement for reasonable expenses incurred in the performance of their duties. No member appointed to the Board of Directors shall hold any elected or other public office except that of notary public, member of the State militia or member of a reserve component of the United States Armed Forces; provided that employment in a public school system or other educational system shall not be a violation of this section. No member of the Board of Directors shall be interested in the profits or emoluments of any contract, job, work or service of the Port Authority, other than as permitted by Ohio law. Any member of the Board of Directors may be removed by the Board of County Commissioners of the County for misfeasance, nonfeasance, or malfeasance in office.

Section 6. A majority of the members of the Board of Directors shall have been qualified electors of, or shall have their businesses or places of employment in, one or more political subdivisions within the area of jurisdiction of the Port Authority, for a period of at least three years next preceding their appointment.

Section 7. After the initial appointments to the Board of Directors, the Clerk of this Board, after consultation with this Board, shall give written notice of the time and place of the organizational meeting of the Board of Directors to the initial members of the Board of Directors at least five days prior to the meeting. The Clerk shall also give public notice of the time, place and purpose of the organizational meeting of the Board of Directors to news media to which notice of special meetings of this Board is required to be given, at least twenty-four hours prior to the meeting. The Board of Directors at such meeting shall, pursuant to Section 4582.27 of the Ohio Revised Code, elect one of its members as chairperson and another as vice-chairperson and shall designate their terms of office, and shall appoint a secretary-treasurer, who need not be a member of the Board of Directors. A majority of the Board of Directors shall constitute a quorum for purpose of holding a meeting of the Board. The affirmative vote of a majority of the members present and voting (which must be at least a majority of the quorum) shall be necessary for any action taken by the Port Authority unless the Board of Directors determines by rule to require a greater number of affirmative votes for particular actions to be taken by the Port Authority. No vacancy in the membership of the Board of Directors shall impair the rights of a quorum to exercise all the rights and perform all the duties of the Port Authority.

Section 8. Subject to compliance with or assumption or satisfaction of the applicable requirements (if any) of any outstanding notes, bonds, contracts or other obligations of the Port Authority, the Port Authority may be dissolved at any time upon adoption of a resolution by the Board of County Commissioners of the County; provided that upon dissolution, any real or personal property or combination thereof which has been received from or made available by the County shall be returned to the County. In the event of a dissolution, and after paying all expenses, debts and costs of the Port Authority, any balance remaining in the Port Authority's funds and any remaining real or personal property belonging to the Port Authority shall be distributed to the County.

Section 9. This Board hereby appropriates \$5000.00 from the un-appropriated portion of the General Fund of this County to be transferred to the Port Authority, upon its creation, for deposit in such account or accounts as are directed by the Board of Directors of the Port Authority to be used as provided for in this Resolution and the Act. This Board also authorizes the Port Authority to accept and/or receive any assets and/or funds transferred to the Port Authority from any source, to be used by the Port Authority for its statutorily authorized purposes, provided that such transfer and receipt are permitted by Ohio law.

Section 10. This Board finds and determines that all formal actions of this Board concerning and relating to the adoption of this Resolution were taken in an open meeting of this Board and that all deliberations of this Board and of any committees that resulted in those formal actions were in meetings open to the public in compliance with the law

Section 11. This Resolution shall be in full force and effect immediately upon its adoption.

BE IT FURTHER RESOLVED, that the Clerk of the Board is hereby directed to forward certified copies of this resolution to the Lake County Auditor; Budget Director; County Prosecuting Attorney; Catherine Haworth, Lake County Economic Development Center, 391 W. Washington Street, Painesville, OH 44077.

Commissioner Troy seconded the resolution and the roll being called upon its adoption, the vote resulted as follows:

"AYES": Commissioners: Aufuldish, Sines and Troy

"NAYS": None

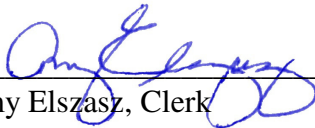
**RESOLUTION CREATING THE LAKE COUNTY PORT AUTHORITY AND PROVIDING FOR
THE ORGANIZATION THEREOF**

Resolution adopted,
Amy Elszasz, Clerk

CLERK'S CERTIFICATION

I, Amy Elszasz, duly appointed Clerk of the Board of County Commissioners, do hereby certify that this is a true and accurate copy of a resolution adopted by said Board on February 22, 2007, and recorded in the Commissioners' Journal, Volume 2007.

WITNESS my hand this twenty-second day of February, 2007, in Painesville, Ohio.



Amy Elszasz, Clerk
Board of Commissioners, in and
for Lake County, Ohio

S:\LCC\CLK\RESOLUTIONS\2007-RES\20070222\C02.wpd
(C-192a)

**Description of community involvement per FY19 GUIDELINES FOR BROWNFIELDS
ASSESSMENT GRANTS Section III.B.2.**

The Port Authority will host an initial public kick-off meeting to provide education and solicit input to discuss sites being considered for assessment and/or redevelopment, along with connecting the sites with developers and end users. Community and environmental organizations including Ohio EPA, BUSTR and USEPA; educational institutions, developers and the general public will be invited to the event utilizing the forms of communication, including translation services, as outlined above. Regular updates will occur and based on the needs, the Port Authority may incorporate additional public workshop/meetings. If health threats are identified, the Lake County General Health District (LCGHD) will be advised and incorporated into the process.

The Port Authority has established relationships with the Ohio EPA, which runs the state Voluntary Action Program (VAP) and BUSTR, the state's authority over regulated underground storage tank sites. The Port Authority will continue to work closely with the Ohio EPA and BUSTR to help ensure appropriate assessment and cleanup activities are conducted at brownfields in compliance with their guidance documents and Corrective Action Program. When contamination is discovered, Ohio VAP and/or BUSTR's cleanup criteria will be used to identify and address on-site health and environmental threats. If contamination has the potential to negatively impact the health of local populations, especially as related to off-site exposures, the Ohio EPA and/or BUSTR will be notified and brought in as a project partner with the Port Authority.

The Port Authority will also rely on long-established relationships with other local and state partners. Several LCGHD programs, such as asbestos control, air monitoring, environmental nuisance complaints for commercial building (e.g. dangerous blight), and environmental health administration relate to the Port Authority's Brownfield program. The LCGHD has been actively involved in education/notification, testing, and monitoring related to radon, mold, lead poisoning, and groundwater protection. The LCGHD will be called upon to assess off-site health threats, identify toxicological issues, perform risk evaluations, design and conduct notification/education programs and coordinate health testing, if contamination from a brownfield is confirmed. Lake County Office of Planning and Community Development will support the Port Authority's brownfields program by providing guidance to optimize existing infrastructure and identify appropriate re-use of sites. During redevelopment, Lake County Stormwater Management Department will offer guidance on storm water pollution prevention measures, such as construction grading, bioswales and rooftop rain gardens.



PO Box 229
Willoughby, OH 44096

440.975.3870

OUR MEMBERS

Auburn Township
Aurora
Bainbridge
Township
Bentleyville
Chagrin Falls
Township
Chagrin Falls Village
Chardon
Chardon Township
Cleveland
Metroparks
Eastlake
Gates Mills
Geauga Park District
Hunting Valley
Kirtland
Kirtland Hills
Lake County
Lake Metroparks
Mantua Township
Mayfield Heights
Mayfield Village
Mentor
Moreland Hills
Munson Township
Newbury Township
Orange Village
Pepper Pike
Russell Township
Solon
South Russell
Waite Hill
Wickliffe
Willoughby
Willoughby Hills
Woodmere

www.crowp.org

December 3, 2019

Mr. Mark Rantala
Lake County Port Authority
1 Victoria Place, Suite 201
Painesville, OH 44077

Re: USEPA Coalition Brownfields Assessment Grant Application

Dear Mr. Rantala:

The Chagrin River Watershed Partners (CRWP) is pleased to support Lake County's application for a U.S. Environmental Protection Agency (EPA) Brownfields Assessment grant. We understand the grant program will assist the County in its goal to clean up and reuse contaminated sites that already have infrastructure improvements.

CRWP is a nonprofit organization serving 34-member communities and park systems representing 90 percent of the land area in the Chagrin River watershed and partner watershed organizations across Northeast Ohio. CRWP helps communities preserve rivers, plan for better development and solve natural resource management problems. Our work connects people to Northeast Ohio waterways and Lake Erie and sustains vibrant communities.

CRWP will assist with this project by promoting and participating in community outreach events. Our staff will participate in the brownfield redevelopment workshop and provide input on water quality concerns and potential water quality benefits of clean-up work at potential sites. We will also provide input on redevelopment, recreational and restoration opportunities at potential sites.

Remediating brownfield sites helps preserve the integrity of the watershed and which is increasingly impacted by urban and suburban development that increases flooding, erosion and water quality problems. We support efforts undertaken by the Port Authority that will help clean up contaminated brownfield sites in the communities we serve.

Sincerely,

A handwritten signature in blue ink that reads "Heather Elmer".

Heather Elmer
Executive Director

Affirmative statement that the applicant does not have an active Assessment Grant per FY19
GUIDELINES FOR BROWNFIELDS ASSESSMENT GRANTS Section III.B.2.

Neither the lead entity nor either of the coalition partners has an active Assessment Grant.

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

12/03/2019

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

Lake County Ohio Port and Economic Development Authority

* b. Employer/Taxpayer Identification Number (EIN/TIN):

* c. Organizational DUNS:

8301846980000

d. Address:

* Street1:

1 Victoria Place

Street2:

Suite 265A

* City:

Painesville

County/Parish:

Lake

* State:

OH: Ohio

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

440773481

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

* First Name:

Peter

Middle Name:

* Last Name:

Zahirsky

Suffix:

Title:

Director of Coastal Development

Organizational Affiliation:

* Telephone Number:

440-357-2290 x227

Fax Number:

* Email:

pzahirsky@lcport.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.818

CFDA Title:

Brownfields Assessment and Cleanup Cooperative Agreements

* 12. Funding Opportunity Number:

EPA-OLEM-OBLR-19-05

* Title:

FY20 GUIDELINES FOR BROWNFIELD ASSESSMENT GRANTS

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Lake County Ohio Community-wide Grant

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

* a. Applicant

14

* b. Program/Project

14

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

11/25/2019

* b. End Date:

11/30/2023

18. Estimated Funding (\$):

| | |
|---------------------|------------|
| * a. Federal | 300,000.00 |
| * b. Applicant | 0.00 |
| * c. State | 0.00 |
| * d. Local | 0.00 |
| * e. Other | 0.00 |
| * f. Program Income | 0.00 |
| * g. TOTAL | 300,000.00 |

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☒ c. Program is not covered by E.O. 12372.*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

* First Name:

Mark

Middle Name:

* Last Name:

Rantala

Suffix:

* Title:

Executive Director

* Telephone Number:

440-357-2290 x232

Fax Number:

* Email:

mrantala@lcport.org

* Signature of Authorized Representative:

Peter K Zahirsky

* Date Signed:

12/03/2019